

**NORMAN PLANNING COMMISSION
REGULAR SESSION MINUTES**

APRIL 10, 2014

The Planning Commission of the City of Norman, Cleveland County, State of Oklahoma, met in Regular Session in Council Chambers of the Norman Municipal Complex, 201 West Gray Street, on the 10th day of April 2014. Notice and agenda of the meeting were posted at the Norman Municipal Building and online at <http://www.normanok.gov/content/boards-commissions> at least twenty-four hours prior to the beginning of the meeting.

Chairman Dave Boeck called the meeting to order at 6:30 p.m.

* * *

Item No. 1, being:

ROLL CALL

MEMBERS PRESENT

Curtis McCarty
Jim Gasaway
Roberta Pailes
Tom Knotts
Chris Lewis
Andy Sherrer
Sandy Bahan
Dave Boeck

MEMBERS ABSENT

Cindy Gordon

A quorum was present.

STAFF MEMBERS PRESENT

Susan Connors, Director, Planning &
Community Development
Jane Hudson, Principal Planner
Ken Danner, Subdivision Development
Manager
Roné Tromble, Recording Secretary
Jeanne Snider, Asst. City Attorney
Larry Knapp, GIS Analyst II
Terry Floyd, Development Coordinator
David Riesland, Traffic Engineer
Shawn O'Leary, Director, Public Works
Drew Norlin, Subdivision Development
Coordinator

* * *

Item No. 2, being:
CONSENT ITEMS

Chairman Boeck read the titles of Consent Docket items, consisting of the following:

Item No. 3, being:
APPROVAL OF THE MARCH 13, 2014 REGULAR SESSION MINUTES

Item No. 4, being:
COS-1314-5 – CONSIDERATION OF A NORMAN RURAL CERTIFICATE OF SURVEY SUBMITTED BY HI149, L.L.C. (OKLAHOMA SURVEY CO.) FOR STELLA ACRES PHASE III FOR PROPERTY LOCATED APPROXIMATELY ¼ MILE EAST OF 96TH AVENUE N.E. ON THE SOUTH SIDE OF STELLA ROAD.

Item No. 5, being:
SFP-1314-2 – CONSIDERATION OF A SHORT FORM PLAT SUBMITTED BY WILLIAM R. OLIVER (PINNACLE CONSULTING MANAGEMENT GROUP, INC.) FOR ASHTON GROVE ADDITION SECTION 2, LOTS 4A, 4B, AND 4C, BLOCK 1 FOR PROPERTY LOCATED ON THE EAST SIDE OF BERRY FARM ROAD AND CRITTENDEN DRIVE.

Item No. 6, being:
GID-1314-71 – ROGER COX REQUESTS AMENDMENT OF THE SITE DEVELOPMENT PLAN AT 401 S. PORTER AVENUE TO ACCOMMODATE A SNO-CONE STAND.

*

Chairman Boeck asked if any member of the Commission wished to remove any item from the Consent Docket. There being none, he asked whether any member of the audience wished to speak regarding any item. There being none, he asked for discussion by the Planning Commission.

DISCUSSION AND ACTION BY THE PLANNING COMMISSION:

Jim Gasaway moved to place approval of Item Nos. 3 through 6 on the Consent Docket and approve by one unanimous vote. Chris Lewis seconded the motion.

There being no further discussion, a vote on the motion was taken with the following result:

YEAS	Curtis McCarty, Jim Gasaway, Roberta Pailles, Tom Knotts, Chris Lewis, Andy Sherrer, Sandy Bahan, Dave Boeck
NAYES	None
ABSENT	Cindy Gordon

Chairman Boeck announced that the motion, to place approval of Item Nos. 3 through 6 on the Consent Docket and approve by one unanimous vote, passed by a vote of 8-0.

* * *

Item No. 4, being:

COS-1314-5 – CONSIDERATION OF A NORMAN RURAL CERTIFICATE OF SURVEY SUBMITTED BY HI149, L.L.C. (OKLAHOMA SURVEY Co.) FOR STELLA ACRES PHASE III FOR PROPERTY LOCATED APPROXIMATELY 1/4 MILE EAST OF 96TH AVENUE N.E. ON THE SOUTH SIDE OF STELLA ROAD.

ITEMS SUBMITTED FOR THE RECORD:

1. Location Map
2. Norman Rural Certificate of Survey
3. Staff Report
4. Request for Variance in Lot Size for Tracts 1, 3 and 4

ACTION BY THE PLANNING COMMISSION:

This item was adopted as part of the Consent Docket by a vote of 8-0.

* * *

Item No. 5, being:

SFP-1314-2 – CONSIDERATION OF A SHORT FORM PLAT SUBMITTED BY WILLIAM R. OLIVER (PINNACLE CONSULTING MANAGEMENT GROUP, INC.) FOR ASHTON GROVE ADDITION SECTION 2, LOTS 4A, 4B, AND 4C, BLOCK 1 FOR PROPERTY LOCATED ON THE EAST SIDE OF BERRY FARM ROAD AND CRITTENDEN DRIVE.

ITEMS SUBMITTED FOR THE RECORD:

1. Location Map
2. Short Form Plat
3. Staff Report
4. Site Plan

ACTION BY THE PLANNING COMMISSION:

This item was adopted as part of the Consent Docket by a vote of 8-0.

* * *

Item No. 6, being:

GID-1314-71 – ROGER COX REQUESTS AMENDMENT OF THE SITE DEVELOPMENT PLAN AT 401 S. PORTER AVENUE TO ACCOMMODATE A SNO-CONE STAND.

ITEMS SUBMITTED FOR THE RECORD:

1. Location Map
2. Staff Report
3. Aerial Photo Site Plan
4. Trailer Plan
5. Photo of Trailer

ACTION BY THE PLANNING COMMISSION:

This item was adopted as part of the Consent Docket by a vote of 8-0.

* * *

NON-CONSENT ITEMS

Item No. 7, being:

O-1314-43 – SKM DEVELOPMENT, L.L.C. REQUESTS SPECIAL USE FOR A MIXED USE BUILDING WITH UP TO TWO RESIDENTIAL UNITS ON THE THIRD FLOOR ONLY FOR PROPERTY CURRENTLY ZONED C-2, GENERAL COMMERCIAL DISTRICT, LOCATED AT 480 24TH AVENUE N.W.

ITEMS SUBMITTED FOR THE RECORD:

1. Location Map
2. Staff Report
3. Applicant's Description of Project
4. Site Plan
5. Artist's Rendering
6. Pre-Development Summary

PRESENTATION BY STAFF:

1. Ms. Hudson – The application before you is for a Special Use for a Mixed Building with up to two residential units on the third floor only. The applicant originally intended to have the residential component, which was supposed to be a night watchman on the tract, but that was actually never requested or approved. That's why the application is coming before you tonight. This is the existing zoning on the site. You can see C-2 surrounding it, and multi-family on the east side of 24th. There is some industrial mixed in there as well. The surrounding land use is multi-family on the east side of 24th, with single family surrounding that, and then the commercial uses. This is a photo of the site itself. As you can see, the first building which will be part of what is the L-shaped building that I mentioned in the staff report is almost done on the north side. These are just a few more shots of the area. This is the retail that's on the south side of Hemphill. The OEC building across the street as well. This is some office that is to the west of the area. And, again, this open area will be west of this proposal and it will also have offices along Merchant. This development already has the required C-2 zoning in place, so the applicant is simply requesting Special Use for this residential component of the two units on the third floor. He has also kind of opened up this opportunity that, if a night watchman is not needed for the facility, then he will have the option to lease those two apartments out. We received no protests for this item. Staff does recommend approval of Ordinance No. O-1314-43. We're available for questions. The applicant's representative is here as well with a brief presentation.

PRESENTATION BY THE APPLICANT:

1. Sean Rieger, 136 Thompson, representing the applicant – I'll be very brief. This is a very simple one, as Ms. Hudson took you through. It is basically two units on the third floor of a building already under construction – already partly built. That's the third floor plan right there. It will sit right on top of the corner of the L. And there is a rendering of what – this end of it is already built. What's being built right now under construction is this, and so it will be the top floor of that right there – the end point of the building will have two residences in the very top. That's it. Very simple. Very straight forward. We can do that through a special use. It has to be a special use, though, because this is C-2 commercial property. So we have to have your approval to do any residence on it. That's all the request is. No protests. No zoning change. No 2025 change. Nobody came to Pre-Development. It's been very quiet. So, with that, I'd answer any questions you have and request your approval.

2. Mr. Gasaway – Is that going to be a variety of commercial enterprises, like the first section?

3. Mr. Rieger – It is, Commissioner. It's zoned C-2. C-2, in Norman, is perhaps arguably our most broad zoning. We can do retail, office, virtually any form of commercial you would think of can go in that building, and that is the plan. A significant amount of office will go into that

building, particularly on the second floor, as retail typically doesn't like second floor very much. But it's going to be a broad range of uses.

AUDIENCE PARTICIPATION:

None

DISCUSSION AND ACTION BY THE PLANNING COMMISSION:

Andy Sherrer moved to recommend adoption of Ordinance No. O-1314-43 to City Council. Chris Lewis seconded the motion.

There being no further discussion, a vote on the motion was taken with the following result:

YEAS	Curtis McCarty, Jim Gasaway, Roberta Pailles, Tom Knotts, Chris Lewis, Andy Sherrer, Sandy Bahan, Dave Boeck
NAYES	None
ABSENT	Cindy Gordon

Chairman Boeck announced that the motion, to recommend adoption of Ordinance No. O-1314-43 to City Council, passed by a vote of 8-0.

* * *

Item No. 8, being:

O-1314-45 – ORANGE DEVELOPMENT, INC. REQUESTS REZONING FROM C-2, GENERAL COMMERCIAL DISTRICT, TO C-3, INTENSIVE COMMERCIAL DISTRICT, FOR PROPERTY LOCATED AT 735 ASP AVENUE.

ITEMS SUBMITTED FOR THE RECORD:

1. Location Map
2. Staff Report
3. Aerial Photo
4. Site Plan

PRESENTATION BY STAFF:

1. Ms. Hudson – This application is for rezoning from C-2 to C-3, Intensive Commercial District. This is on Asp Avenue. It's on the east side of Asp Avenue in the Campus Corner area. The subject tract is currently zoned C-2. The surrounding area to the south is C-3. You have R-3 on the east side. You have a mix north of this tract, which consists of C-1, C-3, and C-2. The existing land uses are commercial retail with residential in the east. This is a better aerial of the subject tract. This whole building is what they will actually be occupying but, again, the southern portion is zoned C-3 and the northern portion carries the C-2 zoning. Under the zoning ordinance, C-2, they are required to follow the parking requirements for C-2, which would require them to have approximately 29 parking places. There are 17 parking places on the back side of this facility that you see here that abuts the alley, but even in that situation they were still short for their C-2 requirement. Across the street is a parking lot for several other businesses. There's White Street crossing. This is looking south on Asp. This is the parking lot that's in the rear that this business will utilize for a portion of their parking. The zoning in place for the area west of the proposal is C-3 all the way down to Boyd Street. As we know, the C-3 zoning district was implemented in the downtown area and the Campus Corner area for the walkable areas that are pedestrian accessible. The zone change we feel is compatible with the surrounding zoning and pedestrian nature of Campus Corner. This zone change does not eliminate any parking that the other business owners would utilize for their customers. Staff does support the rezoning request. Cleaning up some of the mixed zoning on this building we believe is practical and necessary for the proposal to get the business in there. We received no protests from this item. Staff does recommend approval of Ordinance No. O-1314-45. We're available for questions. The applicant's representative is here with a presentation, and they can answer any questions.

PRESENTATION BY THE APPLICANT:

1. Doug Cubberley, 400 S. Crawford – I'm here with the architect. He's going to give you a short presentation and then we can answer any questions that you have.

2. Brian Price, Genesis Design Group, 421 West Harwood Road, Hurst, Texas – I just put a few slides together to kind of show you what we're proposing to do with this existing space. This is the proposed fixture plan for once all three of these spaces are combined – what we're proposing to do with the interior. We have the entrance off of Asp on the lower right-hand side, along with another rear entrance to the alley way on the upper left-hand side, with around a 900 square foot pharmacy as well. This is just a general layout of what we're proposing to do with the existing space. As you see, the metered parking in the front, and the existing parking in the back. This is a general sign package for what we're proposing to do with the existing façade of the building, with the added signs of CVS and additional ancillary signs to the left. We're also going to add an additional sign on the back for anyone that is walking along the alley that doesn't know that it's already there – it will be there to let them know that it is. Here we kind of just projected onto what it will look like when we're done with construction and what the signage will look like, instead of kind of a cartoon – this is kind of more realistic look at what the front façade will look like. That's about all I have. Any questions you might have?

3. Mr. Boeck – I've got two. I had heard that this was going to be more than just a drug store, maybe like a neighborhood market. Can you talk a little bit about what the content of the store is going to be?
4. Mr. Price – Yes. It has anything from candy, milk, bread – any of those type of items. Obviously, we have a continuous cooler for drinks.
5. Mr. Boeck – Kind of like a regular CVS.
6. Mr. Price – Yes. It will just be your enlarged gas station type items, but also a little smaller convenience grocery store.
7. Mr. Boeck – And I see the sign beer and wine. So is it going to be a full-fledged liquor store?
8. Mr. Price – No. No liquor.
9. Mr. McCarty – The parking in the rear – is that owned by the same landlord? Is that going to be controlled parking by CVS is the question?
10. Mr. Price – Yes.
11. Mr. McCarty – And what is your plan to be able to monitor that?
12. Mr. Price – To monitor the parking? We have cameras that we can set up for that type of purpose.
13. Mr. McCarty – Is it pretty dark back there at night? I don't know what you all have addressed the lighting for those parking areas. I don't know if that's been addressed or what they plan on doing.
14. Mr. Price – We do plan to install wall packs along the rear of the building to lighten it up, since it is going to be an entrance and an exit. Shielded. All of our wall packs are shielded.

AUDIENCE PARTICIPATION:

None

DISCUSSION AND ACTION BY THE PLANNING COMMISSION:

1. Mr. Lewis – This is an excellent business that is being developed in an area that couldn't be more perfect. When we talk about Campus Corner, we talk about areas of high density. What this does is it puts into place a grocery store for those residents at the University of Oklahoma, for those residents surrounding Campus Corner to be able to walk to it. Also gives you a pharmacy. As far as C-3, there's no parking required. I did reach out to some of the business owners in the Campus Corner area and asked them how they felt about it. This is absolutely fully supported by the business owners that I spoke with. As far as CVS going into this location, I think it's an ideal revenue generator for the City of Norman.

Chris Lewis moved to recommend adoption of Ordinance No. O-1314-45 to the City Council. Sandy Bahan seconded the motion.

There being no further discussion, a vote on the motion was taken with the following result:

YEAS	Curtis McCarty, Jim Gasaway, Roberta Pailles, Tom Knotts, Chris Lewis, Andy Sherrer, Sandy Bahan, Dave Boeck
NAYES	None
ABSENT	Cindy Gordon

Chairman Boeck announced that the motion, to recommend approval of Ordinance No. O-1314-45 to City Council, passed by a vote of 8-0.

* * *

Item No. 9, being:

R-1314-112 -- PUBLIC HEARING ON THE COMPREHENSIVE TRANSPORTATION PLAN (DRAFT)

ITEMS SUBMITTED FOR THE RECORD:

1. Comprehensive Transportation Plan (Draft)
2. Appendices

PRESENTATION BY STAFF:

1. Mr. O'Leary – It's a pleasure to be here. I appreciate the opportunity to be here a second month in a row on the Comprehensive Transportation Plan. Thanks for bearing with us. I think of last month as a preliminary or a practice round; this is for keeps tonight. We have in front of you a resolution that we hope that you will consider adopting. I know that's a little formal, but this is a pretty big deal for us and we'll provide you with a brief overview, somewhat similar to last month but a little more of an abbreviated version of that tonight. Of course, we're here to answer any questions that you or anyone else has. This plan that we talk about – the Comprehensive Transportation Plan – if you printed it, it looks like this, about 100 pages in the main body and about 300 pages in an appendix, so it's a fairly large body of work. It's been available on the City's website, the Public Library, City offices now for at least a couple of months and lots of paper versions out there, as well. We hope folks have had a chance to review it. We really consider this our final version tonight, unless we hear otherwise from you or City Council in the next 30 days or so.

This has been about a four year body of work. These long-range plans take a while to develop, but that's probably appropriate for something that will last us 20 years or more. Many of these comprehensive plans, as you know, go on well beyond that 20-year horizon, so it's a pretty important piece of work and I would tell you, as your Public Works Director, we are thrilled to actually have our first Comprehensive Transportation Plan. It's hard to believe that a city like Norman – a city the size of Norman – has never had one. That's rare among cities, and I think – not that we have a terrible or a bad transportation system – but I think we could have done a lot better, frankly, the last 20 or 30 years had we had a plan. As I've told folks, imagine running a business or starting a business without a business plan. Most of us wouldn't ever do that. We've been running a very big business of transportation – 800 miles of streets and highways – without a plan. I think together we've done okay, but we can certainly do a lot better the next 20 or 30 years. So this, we hope, will allow us to do that.

There has been extensive public engagement and input – literally four years of public meetings, citizen oversight committees and so on. We met this morning with the Norman Downtowners Association for over an hour and really talked about their interests and this plan as it relates to downtown alone. We've met with them before over these four years. So I think lots of folks have had a lot of chance to provide input. We hope we've gotten all their input and heard it properly and included it in our plan.

I'd like to take a moment before I introduce our presenter tonight to just offer some thanks. I know I'll forget to do this if I don't do it now, and then I'll do the same thing at the City Council. Lots of folks had their hands in this and they got us to this stage and we're just thrilled to be here. I'm thrilled that we get a chance to consider final adoption. First, the City Council and City Manager, for allowing us to start this process and financing the effort as well. That's where it started. It started with the City Council deciding that we were struggling in certain areas, including the Porter Corridor study, and we needed a transportation plan to prop some of that up. That's where it started about four years ago. Multiple citizen committees that I mentioned. The current committee is 45 members in size. I don't know if I've had a citizen committee 45 members in size before, but they've been a great group to work with. They worked with us for about a year and a half – many, many hours of study and meetings and discussions. I just took a minute this afternoon to kind of go through – this was a very carefully selected group by the City Council to try to represent multiple stakeholder groups in Norman. Here are a few that that group represented: Chamber of Commerce, Norman Developers Council, Bicycle Advisory Committee, University of Oklahoma, Sierra Club, United Way of Norman, Norman Convention

and Visitors Bureau, Norman Public Schools, Westheimer Airport, multiple public safety agencies, CART, ACOG, and we had a couple of rail transit advocacy groups. That's just a few of the represented groups. Lots of input from all those stakeholder groups that we thought had interest in transportation.

Finally, I want to thank our staff team, who have spent hundreds of hours. Susan Connors and her staff. This has been not just a Public Works effort. It's been a city-wide effort and, of course, the Planning Department here is critically important to this effort and Susan and her staff have been extremely helpful. Angelo Lombardo, our Transportation Engineer, has really led the effort. Scott Sturtz, our City Engineer, has been very involved. And a special thanks to David Riesland, who is here with us tonight, our City Traffic Engineer. David really was the program manager. He was the guy that kept it all together. He was the guy that made sure all the meetings took place and all the notices were out and all the input was transmitted to our design consultant. So a special thanks to David for his good work on this effort.

Finally, I want to thank, and I'll introduce now – one of the smartest things we did was about a year and a half ago was to hire some professional help – one of the finest professional transportation planning firms in the region, perhaps in the country – Freese and Nichols, out of the Dallas/Ft. Worth area, was selected among several firms to help us with this, and they've done a great job and I hand off now to the project manager from Freese and Nichols, Eddie Haas. Also with us is Kevin St. Jakes in the back of the room. Eddie is going to give you an abbreviated version of what you heard last month, kind of give you a little input about what we've heard the last 30 days or so, and then he and I will both stand for any of your questions. Thanks again for allowing us to be here tonight.

PRESENTATION BY THE CONSULTANT:

1. Eddie Haas, Freese & Nichols, the consultant for the Comprehensive Transportation Plan, presented an overview of the plan in a PowerPoint presentation, and outlined comments that they have heard since his presentation at the March Planning Commission meeting.

2. Mr. Lewis – My appreciation to you, Mr. Haas, and to Mr. O'Leary for a very comprehensive overview of a very complex transportation plan. I do have a quick question. As we in Norman are concerned about the overall quality of life, from an individual perspective, from a business perspective – I'm wondering, as many communities – Oklahoma City being specific – are moving over to a noise abatement in areas where the trains come through the city, and included in that noise abatement is train crossings. I'm wondering if that was addressed in the CTP.

3. Mr. Haas – Actually, staff is already moving forward with the quiet zones. I believe implementation is in the 2016 timeframe. Those are very expensive ventures because of the things that need to happen. That's already on the list of things that's ongoing and will be implemented here in Norman. There are cost implications as it relates to Main and Gray, in the one-way scenario and the kind of gating and approach into some of these intersections. If you were to convert Main and Gray to two-way, it would ramp up the cost of that quiet zone. So there are some cost implications. But it's already on the list of things and is being done.

4. Mr. McCarty – Can you talk a little bit about some of the design of the streets? You had a picture up earlier that showed some widths of lanes and different scenarios – arterials and such. The lane widths look rather large in scenarios, and I'm just wondering, like the bottom one there for example, walkability on a collector – if that's taken into consideration – like Main Street and 24th right now. You can't really walk across that street. So if you look at some of these – the standards that you use for the travel lanes and the bike lanes – talk a little bit about what the standards are and other alternatives to those being a little smaller to decrease or increase walkability throughout the city.

5. Mr. Haas – I guess looking at the big picture as it relates to the standards, we really haven't changed the right-of-way within each one of those functional classes. We've retained the 100 foot of right-of-way for the arterials. I believe it's 80 feet for the minor arterials and the collector network – I'm sorry, 60 feet down into the collectors. 12' lanes is what we have shown. That's kind of the standard. Although there are areas in some special corridors where you might want to consider context sensitivity, reduce the lane width, perhaps to 11'. We have gone with a 12' standard in terms of implementing new roads, but that's not to say that there isn't flexibility in considering special conditions, particularly as it relates to creating walkable environment. That's why those special corridors, i.e., James Garner, Flood, Porter – those are corridors that need to consider context sensitivity and/or how you treat pedestrian activity. We're merely showing – say, in the case of the arterials – 5' to 10' sidewalks and/or trails – trail easements – on the outside. But those are general parameters. I think on a case-by-case basis, as you hear development applications and how it relates to the big picture, you need to take that into consideration. Generally, from a general standard, you do have sidewalks that will range anywhere from 5 to 10', and you have trail easements in the rural portion of the community for activity outside of the standard 100' right-of-way. So we are trying to take into consideration, but it does mean that there may be some special locations where special things need to be considered. And that's all a function of the activity that's ongoing.

6. Mr. McCarty – Are those lane widths tied to any type of funding?

7. Mr. Haas – No. There are design standards. There are a lot of published manuals – ASTO – that really form the framework of roadway design, operations, and things like that. Twelve foot is the standard. Many communities adopt 11'. Some have even gone down to 10', but that's more for turn lanes or special considerations. But 12' is pretty standard. Some communities like to have the flexibility of an 11 to 12 foot, so you can consider all that. But within the envelope of the right-of-way is really what we're thinking about – securing the right-of-way to implement not only the road, but what the considerations might be for pedestrian activity.

8. Mr. McCarty – The other question I had was around downtown there seems to be a lot of changes to one-way roads, and how that affects traffic speed, retail business and other things. You say you all met with the Downtowners Association today?

9. Mr. Haas – This morning we met with the Downtown. There were several members that desired the conversion to two-way. We're thinking about an easy fix. We're looking at year 2035 in modeled output of traffic and activity that's anticipated to occur. We think you can drop a lane on Main Street from three to two and still operate within an acceptable level of service. But then, more importantly, that added space that's gained can be put to use either in a buffer area and/or on the outside in wider pedestrian areas. Now, if you were to consider a change into a two-lane format, you have to look at operations – what are some of those implications, and those have already been studied. That was part of that 2002 study that looked at some of the implications of conversion to two-way traffic. You would have the need for the turn lanes and/or potentially four lanes, maybe even into a fifth lane, which might negatively impact some of the things that are going on downtown. All a function of analysis and specific design on how it would accommodate traffic operations. We do have other recommendations – crossing streets – Peters and Crawford. We're merely doing those to take advantage of smaller roadway cross-sections for the ability to get bike lanes – trying to create connection from downtown to OU and some synergy to the north. So we're trying to take advantage of striping providing on-street bike lanes. So that's what some of those considerations are for there as it relates to additional couplets – one-way couplets.

10. Ms. Pales – I was curious – I imagine you were working with an estimated population figure. What is that?

11. Mr. Haas – The growth rate is about 1.5%. If memory serves, I think that puts you at about 160,000 by year 2035. When we went through this process – and that number is really based on your growth trends, but also the land use that was configured as part of the Norman 2025 Plan. Looking at how you have been growing, looking at the land use, the growth rate came in about one and a half percent. Comparing that to what ACOG has, which is close – 1.5 – 1.6%. All the numbers seemed to line up – 156 – 160 – 164 – somewhere in there seems to be the target, but that's through independent projections of population growth. So we think we're pretty good. You're at about 117, I believe it is, now, going to 160. Feel pretty comfortable with that projection. More importantly, how does that population growth translate to impacts on the networks – not only roads, but transit and/or bicycle and pedestrian needs.

12. Ms. Pailes – I live in urban southeast Norman. For me to get to Louie's in northwest Norman is 25 minutes. Given the increased population, with improvement in roads in 20 years, is it going to take me less time or more time?

13. Mr. Haas – Well, it's going to take a combination of improvements. North/south travel has some limitations now. We think with the implementation of James Garner from Flood into the downtown provides a new avenue, if you will, accessing into the core of the community. But, in conjunction, looking at some of the improvements – the lane assignments that we've modeled for Porter and Flood, we think in combination with all the improvements in place that those long-term will help. It also means that there's other things going on, that there might also be enhancements through transit. There might also be enhancements to the bicycle and pedestrian network to take advantage of all those synergies. So we have, in terms of lane assignments, James Garner – two-lane facility. Flood – two to three lanes. Porter – three lanes. Berry – two to three lane sections. Our travel forecast shows that those provide acceptable operational conditions in the year 2035.

14. Ms. Pailes – Some cities or some states have a congestion index. Do we? Does Oklahoma do that?

15. Mr. Haas – Our analyses were based more on level of service. How, operationally, will these roadway links handle the traffic long-term? Threshold is Level of Service D/E, if you will. So there are some corridors that are still going to be thick – some of the east/west corridors will still have some traffic issues with it. To try to mitigate some of those gets to be very expensive. Lindsey had some heavy projected traffic volume as you approach I-35. All those kinds of considerations went into the thought process as it relates to what that ultimate look and feel might be of Lindsey, but, at the same time, trying to provide enhancements in other corridors – Jenkins and Chautauqua – try to divert traffic around. So the idea is a combination of improvements that we think long-term are going to.

16. Ms. Pailes – When you were listing all the folks that were a part of this, I didn't happen to hear OU. Was it in there? I just didn't hear it.

17. Mr. Haas – Yeah. They were. We had Nick Hathaway, was on the freight movement, airports and emergency response committee.

18. Mr. O'Leary – Ms. Pailes, if I may add to that. I appreciate that question. A partner we haven't really talked about here much tonight is the Oklahoma Department of Transportation. So if you're living in southeast Norman and trying to get to northwest Norman, odds are you're going to be accessing one of their highways, which is not a city highway, but is within the city limits of Norman. That's reflected in our plan, as well. But they, too – the DOT – has a transportation plan – long-range plan. Frankly, for many years, they have recommended and planned for a six-lane Highway 9 from I-35 to 12th Avenue S.E. That is not funded currently, but that is exactly what we expect that we will need with DOT in the future. And, of course, you

know all of the activity that's happening on Interstate 35, which includes a brand new interchange at Highway 9, a brand new interchange at Lindsey, a brand new interchange at Main Street, which will open on Monday, by the way – that's very exciting – and a six-lane I-35. So, in addition to our comprehensive plan, we have to also be mindful of incorporating into those – and Eddie showed one of the slides here – those two major highways in Norman that many of us use to really try to get from that kind of distance – from Point A to Point B on different corners of the city.

19. Mr. Sherrer – Just a quick question – you mentioned in the safety talk about potentially medians and reduction in costly driveways and right turns in and out. My concerns or thoughts about, if that's the case for existing commercial businesses that are active and have grown accustomed to certain things. What sort of process would you recommend to handle that? Obviously, we're trying to help drive commerce in our state.

20. Mr. Haas – That's right. That's a great question. There's folks who already have access. They demand their existing access. Why should we close? The idea is, as you're growing as a community, as land applications or development and/or redevelopment occur, the idea is that if you're on a certain type facility, you're trying to find ways to maximize the capacity of the corridor. So, if Parcel X that might have a big box and a variety of access points – if they redevelop into something else, the idea is that hopefully they can consider joining or allowing cross-access easements. Any way to help reduce the number of drives and/or conflict points on major streets. So you hear access management. First thing everyone goes negative. You're closing my driveways. No. It's really more of access coordination. It's not only working with applicants, but it's also your staff trying to find ways to make the site work, but then also trying to enhance the bigger picture of how can the corridor be better? So long-term – the answer is over time, case-by-case basis.

21. Mr. Boeck – I have a couple questions. Pedestrian crosswalks, especially on major arterials. In trying to make Norman more walkable, how does this plan address create more safe conditions at the crosswalks?

22. Mr. Haas – Number one, we're trying to finish some of the sidewalk gaps and you'll have a continuous system. But then, number two, at some intersections we're really hamstrung with the amount of traffic that's on some of those corridors and we're trying to focus some of those heavier demand corridors onto those arterial streets. But it's really through the intersection operations – the crosswalk beacons and things like that – trying to build timing for pedestrian crossing. But that's really part of specific design. The idea is that you want to provide a safe environment for pedestrians crossing major intersections. Someone had the question of an intersection adjacent to the Interstate which is tough now, it will be tough in the future, but as design occurs, how do you consider a safe environment for the pedestrian? Case-by-case basis.

23. Mr. Boeck – Lindsey Street grade separation. That was not down-graded, but it was moved off. I don't understand what the concern is of the University – because, to me, when you talk about safety and fire safety and ambulance safety and being able to move people from the south side of town to the hospitals – that's much more important than Tecumseh. What's the issue there?

24. Mr. Haas – Well, a couple of things. One, Lindsey is an arterial class facility that runs through a major campus in town, which is currently a two-lane facility. You're currently enhancing operations in a great way from 35 over to Berry, but then you've got some existing development between Berry and Elm which offers limited opportunity for enhancements. The idea is that this special corridor will consider not only adjacent land development, but also the implications to pedestrian activity associated with students at the University. We really don't see Lindsey changing more from it's current configuration – two lanes and/or plus some turn lane

operational improvements maybe at intersections. But then, when you get east of Jenkins, you have a four-lane section. The concern was you put a grade separation there, there could be a negative impact to the University by way of it's a corridor that might be more conducive to bringing in through traffic. You have really kind of a built-in bottleneck, if you will, by design that will keep the two lanes, or thereabouts, within that corridor. But we recognize that that's an issue. At the same time, we recognize the potential implications as it relates to emergency response. The grade separation is Tecumseh to Robinson is two miles; Robinson to potentially Lindsey, that's two miles; two miles from Lindsey down to State Highway 9. That's something that needs to be evaluated. But I think we need to be considerate of what are potential negative impacts to the University. So we just said, okay, that's fine. We'll make sure we identify Tecumseh. We'll defer Lindsey grade separation to a later time for more study.

AUDIENCE PARTICIPATION:

1. Jacy Crosbie, 204 Mountain Oaks – The PowerPoint presentation you see – I could not find it on the website, because I had watched the Study Session, so I went into City Hall and it wasn't on the website, but they had a file and they ended up printing out a black and white for me. And that's how I found out about this meeting. I think that what is in here as far as trails go is way too much. I understand it's up to 300 miles of trail, and I question that because I walk 20 miles a week and I don't see a whole lot of people out there walking in the subdivisions or around town. There'll be some, but we do not need the expense, not only of that many miles of trails, but the annual upkeep of those trails. That's overboard. It's excessive. Actually, I really believe that the trail issue – talking about going through subdivisions – I don't think that's a good thing. I've talked to some people; they're not happy about that. And it's a matter of – it doesn't belong in this huge big transportation plan that's going to be put to the voters. It belongs separate. Should be taken out and dealt with in Parks and Rec, in the budget, or whatever. These trails simply doesn't belong in this. The voters have not had the time to look at this. I have heard that there's talk about having a vote in August. Look how many people are here for this public meeting. The word is not out, and yet we, as the voters, are being asked to vote on something that's going to be very expensive. I think that this is being rushed through. I see a lot of good things in this, but I see things that we need to say, Whoa, stop, let's take a look at this. Maybe the trails don't belong here. Maybe we don't need 300 miles of trails. And I think a delay of a recommendation would be a cautionary way to look at this transportation plan. I do think that the cost of this that would go to the voters would be a lot. It seems like we, as homeowners or the voters of Norman, are being asked every other month for a project and, yet, you know what is the most important thing to Norman right now? It's our water issue. That should be our number one priority. That should be what the voters are voting on. And, yet, we have these little increments of this and this and this, and then some day the water issue is going to be coming and people are going to say, hey! When is this going to stop? The cost is just going just overboard. So I ask you to delay a recommendation tonight. Let's have all these trails backed off and put somewhere else in the budget. We have lovely parks in Norman. We have a lovely new Legacy Park that people can go to. We do not need all of those trails. Thank you for your time.

DISCUSSION AND ACTION BY THE PLANNING COMMISSION:

1. Mr. Sherrer – This has to do with the actual Resolution itself, so this is probably directed more to staff. I wasn't here last month, so I apologize. This may have been addressed then. On the Resolution itself, number 3, talks about the Comprehensive Transportation Plan expanding on the work of the Norman 2025 Land Use and Transportation Plan, which I can certainly understand that. My only concern with that would be that I would view this as a separate plan and not connected to – we're talking about land use. Certainly transportation and land use overlap, but my understanding is we would have a land use plan potentially coming up after the transportation plan. What was the reasoning why we wanted to label so clearly that we're connecting this to the 2025 Plan?

2. Mr. O'Leary – My sense of that, or our thoughts behind that was, again, remember Norman 2025 was called a land use and transportation plan. As I've described that over the years, as we've developed this one, it's sort of transportation with a little "t". It really wasn't a very big "t". A lot of the focus of that plan was on land use and not so much on transportation. There is some reference to that. So our thinking here was that we are now expanding that transportation message in Norman 2025 to be much more comprehensive than it was. And then, going forward, we anticipate that your next land use and transportation plan will be heavy on land use, but it will incorporate this Comprehensive Transportation Plan as the transportation element of that. Susan may have some additional thoughts.

3. Ms. Connors – I agree with Mr. O'Leary. We felt that we needed a transportation plan and, given the cost of these plans and the extent of them and the public input that we get in each of these plans, we did this one first. City Council agreed to that. And then we will move forward with the land use section of that and incorporate these recommendations into that. But this will be an adopted plan by itself. Then we will adopt a new comprehensive plan, which will have a much smaller transportation element just to highlight what this plan has done.

4. Ms. Bahan – I just want to clarify, if I may, that what you're asking us to vote on tonight is simply a recommendation to the City Council to move forward with this as a statement of policy. This will not – there's no commitment here to spend money on this particular project. There's no commitment here to spend money on widening a road or building trails, or anything like that. But, rather, this is a statement of policy. Out of that may come some projects ultimately that we would have to ask the voters for money for. But none of this involves actual expenditure of money at this time.

5. Mr. O'Leary – Well said. I couldn't say it better, Commissioner. I perhaps will add that element to the resolution to the Council to clarify. That's exactly right. There is no vote anticipated here of the people. There is no spending obligated here, with the exception of going forward beyond this point at the Commission direction to advance any one or all of these efforts over the next 20 or 30 years.

Chris Lewis moved to recommend adoption of Resolution No. R-1314-112 to the City Council. Sandy Bahan seconded the motion.

There being no further discussion, a vote on the motion was taken with the following result:

YEAS	Curtis McCarty, Jim Gasaway, Roberta Pailes, Tom Knotts, Chris Lewis, Andy Sherrer, Sandy Bahan, Dave Boeck
NAYES	None
ABSENT	Cindy Gordon

Chairman Boeck announced that the motion, to recommend adoption of Resolution No. R-1314-112 to City Council, passed by a vote of 8-0.

* * *

Item No. 10, being:

MISCELLANEOUS DISCUSSION

Item No. 11, being:

RPT-1314-46 – PRESENTATION OF THE ANNUAL REPORT OF THE NORMAN 2025 LAND USE AND TRANSPORTATION PLAN.

PRESENTATION BY STAFF:

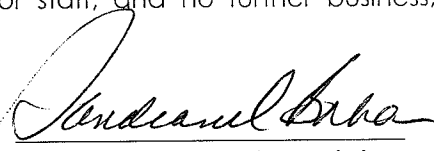
1. Ms. Connors briefly reviewed the Annual Report of the NORMAN 2025 Land Use and Transportation Plan.

* * *

Item No. 12, being:

ADJOURNMENT

There being no further comments from Commissioners or staff, and no further business, the meeting adjourned at 7:57 p.m.



Norman Planning Commission